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(Dependency of Jamaica)

1951-52

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*COLONIAL REPORTS*

**Cayman Islands**

**1951 & 1952**

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**LONDON: HER MAJESTY'S STATIONERY OFFICE**

**1953**

**TWO SHILLINGS NET**



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# REPORT ON THE CAYMAN ISLANDS

(Dependency of Jamaica)

FOR THE YEARS  
1951 & 1952

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1953

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## . PART I

## Review of 1951 and 1952

NINETEEN FIFTY-ONE and 1952 have unquestionably been the two most prosperous years in the history of the Dependency and there has been quite extraordinary material development and economic progress. Local capital and investors from overseas are now showing an interest in further economic development which has been very limited in the past; this is being directed mainly towards the building up of a tourist industry and the amenities to support it.

The prosperity of the Dependency has sprung very largely from the favourable economic conditions which have prevailed in the United States and in the Central and South American Republics. The remittances of Caymanian seamen working on foreign-owned vessels, and of Caymanians employed in the United States, Central and South America, have provided by far the greatest single source of income. This is reflected in substantial increases in imports and the steadily improving standard of living of the islanders.

On the Government side, the progress made in 1951 and 1952 is the result of several years of preliminary work. Certain hard facts must nevertheless be remembered; first, that the prosperity of the islands is dependent almost wholly on the prosperity of overseas shipping and the opportunities for remunerative employment which it provides; secondly, that the islands' own resources could not by themselves support the higher living standards to which an increasing number of the inhabitants have recently become accustomed. It is for these reasons that it is of the first importance that the local economy should be strengthened and, apart from the relatively minor developments of which the turtle industry is capable, the policy has been to pave the way for the growth of the islands as a tourist resort.

The capture of turtle is an arduous and highly skilled pursuit, and has traditionally been the principal occupation of Cayman islanders. Turtle are normally caught off the Mosquito Cays off the coast of Nicaragua and are brought alive to Grand Cayman for "crawling" and re-export. The erection in Grand Cayman of a cannery by the Colonial Development Corporation has created an assured market for turtle and it is hoped (when the factory is in full operation) a more remunerative one. Building of the cannery was begun in June, 1951, and production of turtle soup was started in April, 1952. Both the construction and the operation of the factory provided useful employment. When satisfactory marketing arrangements are concluded, a considerable export to the United States is expected.

It has always been clear that no progress could be made in developing the tourist industry without a radical improvement in communications to and from the islands, which have always suffered from their isolation. Harbour facilities will always be poor, and the obvious



need was the improvement of air services by the construction of an airfield in Grand Cayman, and possibly later a landing strip in Cayman Brac. The amphibian service provided by Caribbean International Airways, while in itself of great value to the islands, suffered from the inescapable disadvantages of landing on and taking off from the sea : landings at Cayman Brac had to be abandoned in 1951 as being too dangerous, and the gradual silting up of the North Sound landing area in Grand Cayman had shown that an airfield would be a necessity. Preparatory work was therefore undertaken in 1951, and with the most active and generous help from the Government of Jamaica, actual construction work was begun in August, 1952 ; on 28th November, 1952, before an enthusiastic gathering of islanders, the Caribbean International Airways amphibian made a perfect trial landing on one side of the cleared and consolidated—but unfinished—runway. The amphibian has since made use of the airfield for its regular flights, though at the end of 1952 it was not yet considered desirable to permit the use of the airfield by land aircraft, in view of its unfinished state, and the possibility that circumstances might arise where a landing on the sea was essential.

The construction of the airfield is the biggest single project ever undertaken in the Cayman Islands. It is very much an act of faith that a small community of some 7,000 persons should undertake a project whose estimated cost is £93,000. This sum takes no account of the generosity of the Government of Jamaica, which has lent engineering staff and a formidable quantity of costly mechanical equipment : it does, however, include a handsome Colonial Development and Welfare grant of £25,000. The balance is being financed by appropriating £12,500 from the Reserve Funds of the Dependency, and by raising a sum in the region of £55,500 by way of loan from the Colonial Development Corporation. The completed airfield will be constructed to international standard, and will have a runway of 5,000 feet, 150 feet wide, with over-runs of 500 feet at each end. Land to provide for the extension of the runway to a total length of 9,000 feet if necessary is being acquired. It is expected that the airfield will be completed by the middle of 1953.

1951 saw the completion and opening of Galleon Beach Hotel on the magnificent unbroken sweep of the West Bay Beach. This hotel caters for the wealthier class of tourist and is open only during the winter months. In Georgetown itself, Seaview Lodge, a purely local enterprise, was built in 1951 ; no sooner had it been completed than extension was required, and in December, 1952, new accommodation doubling the size of the hotel was added. There is scope for further hotel building, as the limiting factor on the expansion of the tourist industry (now that the communications problem is virtually solved) is the simple one of providing adequate accommodation. The islands have obtained very considerable publicity in the United States and in the winter of 1952-53 were visited by a hitherto unprecedented number of tourists.

In so far as the provision of accommodation is concerned, the

principal difficulty (apart from the important one of interesting outside capital) lies in land and land values. During the two years under review there has been a continuous though perhaps artificial rise in land values. This has certainly put a brake on commercial development in the capital, Georgetown, and a damper on much needed commercial enterprise of types in which Caymanians are not at present engaged. This situation can be expected to remedy itself, for by the end of 1952 Georgetown had virtually, if temporarily, priced itself out of the market.

Another major development during 1952 has been the near completion of the new hospital buildings in Georgetown : some delay is being experienced in obtaining equipment, and it now appears unlikely that the new hospital can be opened till mid-1953 at earliest. This project has been financed to the extent of £36,807 from Colonial Development and Welfare funds : steep rises in building and other costs have resulted in expenditure far in excess of the original estimate, and the balance required, estimated at £8,000, will have to be found from the Dependency's surplus funds, which will then be practically exhausted.

Despite the developments which have taken place, the financial position of the Dependency has, during 1951 and 1952, been unsatisfactory. For the year 1952-53 the budget will nevertheless balance—the prosperity of the Dependency having been reflected in an extraordinary buoyancy in customs receipts (which were at the end of the year the highest on record). The situation was further helped by a substantial increase in rates of customs duties which came into effect in October, 1952.

The Legislative Assembly has a realistic appreciation of the dangers of relying on fluctuating and adventitious postage stamp revenue and is trying to treat such revenue (if received in excess of a figure representing actual postal business) as a source of finance for capital works. Budgetary difficulties being what they are, it may take some years before this object can be achieved in practice. The financial outlook at the end of 1952 was reassuring, but it is clear that many urgently needed improvements involving capital expenditure must be temporarily delayed.

It is of the greatest importance that communications between Grand Cayman and the Lesser Islands should be improved and that the latter should share in the developments which are occurring in Grand Cayman. In their own fashion Cayman Brac and Little Cayman offer attractions to the tourist certainly equal to those of Grand Cayman. Their inaccessibility—except for the hardier traveller—is the principal obstacle to their development : this is not only regrettable in itself, but, if not remedied, will lead to an increasing lack of identity of interest between them and Grand Cayman. The possibilities of financing a minimum standard airstrip in Cayman Brac are therefore being examined, and merit an all out effort on the part of the people of the islands as a whole.

In both the Lesser Islands (but not in Grand Cayman, where coconut

disease persists) there has been continued replanting of the once extensive coconut plantations, earlier the mainstay of the islands' economy, which were wiped out by the disastrous hurricane of 1932 and by disease. It is expected that in a few years' time a considerable export trade will once again grow up ; at present the coconuts are used either for local consumption or for seed. Meanwhile the construction of the south coast road in Cayman Brac (a valuable Colonial Development and Welfare project) has enabled areas of highly fertile land hitherto accessible only by sea, and therefore uncultivated, to be planted for the first time. The enthusiasm with which replanting is being undertaken can be gauged by the fact that in many areas along the coast the young coconuts are planted in holes dug through six to eight feet of shingle thrown up by earlier hurricanes and covering the sandy soil below. The trade in tortoise shell (obtained from the Hawksbill turtle), which was once an important export from Cayman Brac, is moribund ; competition from cheaper plastics and the heavy purchase tax imposed in the United Kingdom on tortoiseshell products, have dealt severe blows to the trade.

Only one vessel, of 25 tons, was built in Grand Cayman in the period under review, though five vessels totalling 100 tons were built in Cayman Brac for the Turks Islands salt trade. At the end of 1952 there were no orders in hand, though there was some revival of interest on the part of yachtsmen in the United States. One reason for the regrettable decline in boatbuilding is the fact that the industry is dependent on orders from other parts of the world : with the considerable amount of house and other building which has been undertaken in the islands during the last two years, carpenters and shipwrights have become inclined to look upon boatbuilding rather as a spare time occupation, or one to be undertaken only when a specific opportunity arises.

In October, 1952, the Cayman's narrowly escaped the full blast of a hurricane which was unusual in having its origin a relatively short distance to the south of the islands : the centre of the hurricane passed some 40 miles to the west of Grand Cayman. All three islands were affected by high winds and heavier seas than had been experienced in the present century : there was considerable damage to roads and much damage to fruit trees and crops. The greatest damage was done in the Georgetown area : fortunately most of the houses in Georgetown are substantial, and there was little damage to them ; damage to shipping, most vessels having taken refuge in the North Sound, was negligible.

Both Grand Cayman and Cayman Brac were visited in December, 1951, by the Governor of Jamaica, Sir Hugh Foot, and Lady Foot, who were both given an enthusiastic welcome by the people. An attempt to visit Little Cayman was defeated by high seas to the extreme disappointment of the inhabitants (about 50) who had baked a cake of heroic proportions in honour of the occasion.

Major Ivor O. Smith, Commissioner since 1946, left the Dependency on transfer in January, 1952. He was succeeded by Mr. A. M. Gerrard.

There is listed below Colonial Development and Welfare schemes initiated or in progress during the years 1951 and 1952.

<i>Number of Scheme</i>	<i>Title</i>	<i>C.D. &amp; W. Contri- bution. £</i>	<i>Local Contri- bution.</i>
D.742 and D.742A	Medical and Public Health	47,511	—
D.1213	Mosquito Control	2,386	—
D.1252	Schools, Cayman Brac	6,931	—
D.1218	Agricultural Development	6,978	—
D.1439	Road, Cayman Brac	3,000	—

## PART II

### Chapter 1 : Population

THE earliest record relates to the year 1774, when the total population was estimated to be 176. By 1802, when a census was undertaken by an officer appointed for that purpose by the Governor of Jamaica, the total had risen to 933, of whom 545 were slaves. The figures for 1891, 1911, 1921, and 1934 were 4,322, 5,564, 5,253 and 6,009 respectively.

A census of Jamaica and its Dependencies financed by His Majesty's Government and directed by Mr. A. J. Pelletier, F.S.S., Chief of Census, Canadian Bureau of Statistics, was taken in January, 1943. The method employed on this occasion provided for the enumeration of the considerable number of men absent at sea and abroad. This census showed the population of the Dependency to be 6,670, which is the highest in its history. The detailed figures were as follows :

	<i>Male</i>	<i>Female</i>	<i>Total</i>
Grand Cayman . . . .	2,322	2,989	5,311
Cayman Brac . . . .	604	692	1,296
Little Cayman . . . .	29	34	63
	<hr/> 2,955	<hr/> 3,715	<hr/> 6,670

Of this total 1,052 were of African, 3,518 of mixed, and 2,100 of European descent. The islands are unique in the West Indies in the high proportion of inhabitants of European descent.

This 1943 census revealed the number of males per 100 females to be 80, as against 70 in 1934 and 73 in 1921. On both the earlier occasions, however, absent males were not taken into account.

The population at the end of 1952 was estimated to be 7,651, comprising 6,136 persons in Grand Cayman and 1,515 in the Lesser Islands. Birth and death rates per 1,000 population for the years 1948-52 were as follows :

	<i>Total Births</i>	<i>Rate per Thousand</i>	<i>Total Deaths</i>	<i>Rate per Thousand</i>
1948 . . . .	144	21.13	56	8.22
1949 . . . .	164	22.61	52	7.17
1950 . . . .	198	26.78	58	7.84
1951 . . . .	213	28.40	42	5.60
1952 . . . .	197	25.80	46	6.00

Statistics of migration during the period 1948 to 1952 are given below :

	<i>Inward</i>	<i>Outward</i>	<i>Plus or Minus</i>
1948 . . . .	903	1,141	— 238
1949 . . . .	1,285	1,432	— 147
1950 . . . .	1,527	1,717	— 190
1951 . . . .	1,519	1,813	— 294
1952 . . . .	1,741	1,879	— 138

Any account of the population of the Dependency would be misleading if attention were not drawn to the steady emigration which has occurred throughout the past 75 years. Up to the turn of the century many Caymanians migrated to the Central American Republics (principally Nicaragua and Spanish Honduras, where there are still Caymanian communities) and to Cuba. After the turn of the century, large numbers migrated to the United States, the initial impetus being given by the opportunities of employment offered by the construction of the Florida East Coast Railway between 1903 and 1912. With the spectacular development of Florida which has since taken place, more and more Caymanians have been drawn to the United States : it is now probable that there are permanently resident overseas (principally in the United States and mostly as United States citizens) more Caymanians or persons of Caymanian parentage than there are in the islands. Immigration restrictions have slowed down the drift to the United States.

## Chapter 2 : Occupations, Wages and Labour Organisation

### OCCUPATIONS AND WAGES

No labour statistics are available other than those prepared in connection with the 1943 census, but as there has been no material change since that date, the following figures are indicative of the present position :

<i>Group</i>	<i>Gainfully occupied Population</i>		
	<i>Male</i>	<i>Female</i>	<i>Total</i>
<i>Agriculture</i> . . . . .	264	24	288
<i>Fishing</i> . . . . .	63	—	63
<i>Manufacturing :</i>			
Foremen, bakers, blacksmiths, boot and shoe repairers, cabinet makers, dressmakers, tailors, mechanics, sawyers, etc. . . . .	51	390	441
<i>Construction</i> . . . . .	127	—	127
<i>Transportation and Communication :</i>			
Seaman, radio operators, captains, mates, engineers, telephone oper- ators, truck drivers, etc. . . . .	678	—	678
<i>Trade :</i>			
Owners, managers, agents, brokers, store clerks, etc. . . . .	71	54	125
<i>Services :</i>			
<i>(a) Professional—</i>			
Chemists, physicians, dentists, nurses, teachers, engineers, clergymen, etc. . . . .	17	40	57

## CAYMAN ISLANDS

<i>Group</i>	<i>Gainfully occupied population</i>		
	<i>Male</i>	<i>Female</i>	<i>Total</i>
(b) <i>Public</i> —			
Government officers, policemen, postmistresses, postal carriers, etc. . . . .	11	1	12
(c) <i>Personal</i> —			
Barbers, hairdressers, bar- keepers, cleaners, cooks, domestic servants, laundresses, etc. . . . .	56	421	477
(d) <i>Clerical</i> . . . . .	14	7	21
(e) <i>Labourers</i> . . . . .	236	6	242
All Occupations . . . . .	<u>1,588</u>	<u>943</u>	<u>2,531</u>

A considerable proportion of the adult male population of the Cayman Islands is engaged in seafaring in various capacities in vessels plying all over the world. These seamen received wages varying from £35 per month to (in the case of qualified deck and engineering staff) as high as £225 per month. The male group aged 20 to 50 years is therefore conspicuous in the islands by its absence, with the result that male labour is a scarce commodity. There is virtually no unemployment.

Labourers are paid at rates varying between 9s. and 12s. per day : stevedores receive 1s. 6d. per hour, and shipwrights and carpenters between 25s. and 50s. a day according to their capacities. Female shop assistants are paid on the average £5 per month, and domestic servants between £2 and £5 per month with partial board. In the straw-rope industry women supply the greater part of the labour, and earnings are about 15s. to 20s. per week : these women are self-employed.

In most occupations there is a 40-hour working week, with the exception of store clerks and shop assistants who normally work a 50-hour week.

## COST OF LIVING

As a consequence of the increased prosperity of the islands, the diet of the inhabitants has improved considerably in recent years. This improvement has occurred despite an accelerated drift from agriculture to the more remunerative seafaring, which has left the islands almost wholly dependent on imported foodstuffs, the cost of which is high. The basic diet is rice and beans, flour and corn meal, supplemented by locally grown ground provisions, fresh and salt meat and fish, and

# OCCUPATIONS, WAGES AND LABOUR ORGANISATION 11

turtle. Basic commodities were being sold at the following controlled prices at the end of 1950 and 1952 :

	1950	1952
Flour . . . . .	8½d.	9½d. per pound
Corn Meal . . . . .	7½d.	10d. per pound
Sugar (White) . . . . .	5d.	7d. per pound
Beans . . . . .	1s. 5d.	1s. 6d. per pound
Rice (Patna) . . . . .	1s. 3d.	1s. 6d. per pound
Fresh beef . . . . .	1s. 3d.	1s. 3d. per pound
Fresh pork . . . . .	1s. 3d.	1s. 3d. per pound
Fresh fish . . . . .	1s.	1s. per pound
Salt beef . . . . .	2s.	2s. 6d. per pound
Codfish . . . . .	2s. 3d.	2s. 5d. per pound
Kerosene . . . . .	2s. 3d.	2s. 9d. per gallon
Matches . . . . .	1d.	1d. per box
Tobacco leaf . . . . .	7s.	8s. 3d. per pound
Cigarettes . . . . .	1s.	1s. 3d. per packet of 20

After a period of steady rise, prices were fairly stable at the end of 1952. An increase in the price of fresh beef and pork is overdue, and justified by increased cost of production. Prices in general have increased about 225 per cent above 1939 prices, but there are no data on which to base an accurate assessment.

The cost of running a house for a European or American married couple, including food, servants' wages, laundry, rent of a furnished house, lighting, and a moderate amount of entertaining, would be not less than £70 per month. The rates at the hotels in Grand Cayman are as follows :

*Galleon Beach Club* : £5 7s. 6d. per person per day (double),  
£7 0s. 0d. per day single.

*Seaview Lodge* : £2 16s. 0d. to £4 4s. 0d. per person per day :  
Summer rates—£1 15s. 0d. to £2 16s. 0d. per  
person per day.

*Bayview Hotel* : £1 15s. 0d. to £2 2s. 0d. per person per day.

## LABOUR LEGISLATION

The Trade Union Law of 1942 provided for the formation, registration, rights, powers and control of trade unions, but no trade unions have in fact been formed. In December, 1946, the Minimum Wage Law was passed, and Regulations made thereunder were approved by the Governor in July, 1947. This law gives power to fix a minimum wage for employees where the wages paid are unreasonably low. No orders have yet been made under the Law. There is no factory legislation.



## Chapter 3 : Public Finance and Taxation

### REVENUE AND EXPENDITURE

The revenue and expenditure of the Dependency for the past five years are set out below :

		<i>Revenue</i>		<i>Expenditure</i>
		£		£
1948-49	..	40,565	..	34,078
1949-50	..	36,936	..	38,958
1950-51	..	59,863	..	47,474
1951-52	..	42,459*	..	58,640*
1952-53	..	53,613*	..	51,738*

\* Revised Estimates

The above figures do not include Colonial Development and Welfare revenue and expenditure.

### PUBLIC DEBT

The following table shows the position of loans at 31st December, 1952 :

<i>Designation and Amount of Loan</i>	<i>Balance Outstanding on 31st December, 1952 £ s. d.</i>	<i>Remarks</i>
Hurricane Loan, 1933 £3,000 3%	1,332.13.7	Repayable to Government of Jamaica in 20 years from 1st April, 1938
Public Works Loan 1938 £6,500 3½%	3,143.15.7	Repayable to Government of Jamaica in 20 years from 1st April, 1940

The former loan was incurred to repair the damage caused by the hurricane of 1932, and the latter to erect public buildings.

During 1952 a loan of £55,500 to finance airfield construction was raised from the Colonial Development Corporation.

### RESERVE FUNDS

On 31st December, 1952, the Reserve Fund of the Dependency stood at £32,902 : on the same date the Hurricane Fund, which is designed to relieve distress occasioned by hurricane, stood at £2,453. These sums are invested in British, Dominion and Colonial securities held by the Crown Agents for the Colonies, all interest accruing from them being reinvested.

In 1947 the Dependency invested £5,000 from surplus funds in Jamaica treasury bills. These are redeemable every three months, and

bear interest at the rate of 3 per cent. It appears likely that these bills will have to be redeemed to assist in financing airfield construction.

### TAXATION

The two principal sources of revenue are import duties and receipts from the sale of postage stamps. Revenue from these sources for the past five years has been as follows :

		Import Duties			Sale of Stamps
		£			£
1948-49	..	19,223	..		16,681
1949-50	..	20,001	..		10,695
1950-51	..	25,980	..		28,734
1951-52	...	27,816	..		5,957
1952-53	..	35,500*	..		7,500*

\* Revised Estimate

Small taxes are levied on vehicles, bicycles, cattle, horses, dogs, fire-arms, boats etc. Light dues are payable by shipping, and warehouse fees are collected from importers. There is no income tax, companies tax, land tax, estate duty or excise duty.

### Customs Tariff

Under the Customs Tariff Law most articles imported into the Dependency are subject to an *ad valorem* duty of 15 per cent, cost, insurance and freight being taken into consideration in arriving at the value of dutiable articles. There is a preferential and a general tariff for some articles such as aerated waters, beer, butter, margarine, bicycles, cement, spirits, wines, tea, and tobacco : duty under the preferential tariff is in the main at a rate of 15 per cent *ad valorem* and under the general tariff at a rate of 20 per cent *ad valorem*. Specific duties are levied as follows :

		Preferential Tariff	General Tariff
Beer, Porter, etc.	. . .	3s.	4s. 6d. per gallon
Spirits . . . .	. . .	27s.	36s. per gallon
Cigarettes . . .	. . .	16s. 6d.	17s. 6d. per 1,000
Leaf Tobacco . .	. . .	5d.	6d. per pound
Wines . . . . .	. . .	6s.	11s. per gallon

The above duties, which represent an increase on the tariff previously in force, came into effect in 1952.

Certain articles are admitted free of duty, e.g. for the Armed Forces of the Crown or for the Commissioner, artificial limbs, wire screen cloth, mosquito netting, fertilisers, etc.

### Tonnage Tax

The Tonnage Tax Law, 1947, levies a tax computed on gross weight on all articles imported into the Cayman Islands for use therein. The rates of duty vary from 3*d.* to 6*d.* per package on packages of not more than 100 lb. gross weight : on gasoline the tax is 1*s.* per 50 gallons :

on lumber 5s. per 1,000 superficial feet : on shingles 2s. per 1,000 : on tiles, slates and roofing material 15s. per 1,000, and on metals 2s. per cwt. The tonnage tax produces between £1,200 and £1,500 per annum.

Legislation is in force exempting, under certain not very onerous conditions, from both customs duty and tonnage tax all materials imported for the erection and equipment of hotels and for the setting up of pioneer industries.

#### *Stamp Duties*

Under Law 9 of 1906 stamp duty ranging from 1d. to £4 4s. 0d. is payable on specified instruments and documents, such as agreements, bills of exchange, conveyances, deeds, leases, mortgages and receipts for money paid. Legislation was enacted in 1952 doubling the rates of duty, which had remained unchanged since 1906 ; revenue from this source is not substantial.

#### *Poll Tax*

A personal tax of 8s. per year is imposed on every male person between the ages of 18 and 60 years. Collection of this tax is difficult and therefore at present rather inefficient.

## Chapter 4 : Currency and Banking

### CURRENCY

British silver and copper coins and Jamaican coins are in circulation. Silver coins are legal tender up to a value of 40s., and copper coins up to a value of 1s. Government of Jamaica notes of the denominations of £5, £1, 10s. and 5s. are in circulation, and are unlimited legal tender. At the end of 1952 it was estimated that currency to a total value of £32,600 was in circulation.

### BANKING

No banking facilities were available at the end of 1952 other than those afforded by the Government Savings Bank which conducts business at Georgetown, Grand Cayman, and Stake Bay, Cayman Brac. The Bank was established in 1908, and the branch at Cayman Brac was opened in 1934. At the end of 1952 there were 1,843 open accounts, and the amount standing to the credit of depositors, exclusive of interest, was £163,233. This compares with 478 accounts totalling £15,158 in 1941, and 1,570 accounts totalling £116,829 at the end of March, 1950.

A branch of Barclays Bank Ltd. (Dominion, Colonial and Overseas) will be opened in Georgetown in March, 1953.

## Chapter 5 : Commerce

As earlier stated, the prosperity of the Dependency is principally due to the fact that Caymanians are first-class seamen, and remit to the islands a considerable portion of their earnings. Other factors are the earnings of motor schooners engaged in the turtle and shark fisheries, and in the Caribbean Gulf carrying trade. There is also a rapidly growing contribution from the tourist trade, the winter of 1952 exceeding all expectations in regard to numbers of tourists. Import and export figures for the past five years are as follows :

		<i>Imports</i>			<i>Exports</i>
		£			£
1948	..	139,491	..		19,241
1949	..	144,450	..		22,764
1950	..	202,669	..		35,479
1951	..	212,075	..		35,653
1952	..	260,100	..		64,490

The value and quantity of the principal imports was as follows :

<i>Commodity</i>	1951		1952	
	<i>Quantity</i>	<i>Value</i> £	<i>Quantity</i>	<i>Value</i> £
Flour (barrels) . .	3,259	14,565	.. 3,329	14,782
Corn meal (barrels) .	430	2,645	.. 452	2,689
Rice (cwt.) . .	365	1,332	.. 430	1,591
Sugar (tons) . .	250	7,700	.. 270	8,591
Textiles . .	—	15,521	.. —	18,625
Oil, Petrol (gallons) .	64,712	5,085	.. 65,762	5,167
Oil, Kerosene (gallons)	45,876	3,276	.. 47,496	3,393

The principal exports were as follows :

	1951		1952	
	<i>Quantity</i>	<i>Value</i> £	<i>Quantity</i>	<i>Value</i> £
Turtles (no.) . .	4,254	13,896	.. 2,612	9,824
Turtle soup (cases) .	—	—	.. 7,839	35,518
Rope (1'000 fathoms)	1,704	10,648	.. 1,516	9,475
Turtle skin (lb.) .	9,483	3,865	.. 9,817	5,326
Shark skin (lb.) .	6,244	372	.. 26,533	2,008

For a number of years the quantity of thatch rope exported has remained fairly constant, but there has been a decline from the peak export of 2,120,750 fathoms in 1950. The value of this export has risen considerably under Government control, the price of 1,000 fathoms having advance from 30s. in 1941 to 110s. at the present time.

The trade of the Dependency has been increasingly directed towards the United States, from which source the greatest volume of imports now comes. There are no re-exports from the Dependency.

## Chapter 6 : Production

### LAND UTILISATION AND TENURE

It is impossible even to estimate the area of cultivable land in the Dependency, as no cadastral survey has ever been undertaken, and there are still small areas where it is safe to say that no human foot has yet trodden : one such area has been sighted from the air by a keen agriculturalist, who intends an expedition when other preoccupations permit. Pockets of loam are found amongst the older limestones, and these are of considerable fertility, but the sandy wastes along the coastlines are of no agricultural value except where absence of disease makes possible the planting of coconuts. Nearly everywhere in the islands outcrops of decaying coral-limestone are encountered, and it is doubtful if there is an acre of land which could be ploughed without fatal results to the plough. Where the soil is fertile, it is astonishingly so, and the islands are capable of producing a wide range of tropical fruits and vegetables : agriculture is, however, handicapped by the fact that the Caymanian looks to the sea and not to the land as a means of earning a livelihood, and seafaring being, in present economic circumstances, an outstandingly more remunerative pursuit, the result is that the islands have become increasingly dependent on imported foodstuffs, while more and more land has gone out of cultivation because there is no labour to cultivate it.

There is no legislation in regard to land tenure or land usage, all land being individually owned. There is no system of land registration, a fact which gives rise to a certain amount of litigation, but this is satisfactorily dealt with by the Courts. As indicated earlier there has been speculation in the past two years in land, values of which have risen considerably, but this is restricted in the main to beach land, normally useless for agriculture, whose value is purely that of potential building land. The general trend is nevertheless for more and more land to pass into fewer hands, in many cases absentee proprietors who permit the land to go to waste, and consideration must inevitably be given to whether legislation should be enacted in regard to land usage and development.

### AGRICULTURE AND ANIMAL HUSBANDRY

Although fresh vegetables are imported by air from Florida and command a ready sale at high prices, no interest is taken by the islanders in their local production. An attempt has been made to encourage agricultural development with the help of a Colonial Development and Welfare scheme, which was started in 1950, but economic conditions in the Dependency have, from the first, been against the scheme. In 1952 the Legislative Assembly considered the whole problem and came to the conclusion that it was only by concentrating on animal husbandry that sound and lasting results could be obtained. Many

islanders of the older generation who have retired from the sea take a particular pride in their cattle and pastures. The cattle industry is believed to have possibilities, if abandoned and overgrown pastures could be mechanically cleared and rehabilitated.

The figures of livestock, as disclosed by the 1943 census, were as follows :

Horses . . . . .	79
Donkeys . . . . .	101
Cattle . . . . .	1,858
Goats . . . . .	118
Poultry . . . . .	11,135
Pigs . . . . .	397

These figures most probably represent a considerable underestimate because horses and cattle, being subject to a small tax, would be under-declared by owners. The number of donkeys is certainly now much in excess of the figure stated, this being a popular and cheap form of transport in country districts. The common pasturage is guinea grass, which grows abundantly ; in Cayman Brac considerable damage has been done to pastures by the introduction, presumably by way of seed in straw material used for packing, of an inferior grass, unacceptable to cattle. There appears to be no prospect of its eradication.

All livestock slaughtered is for local consumption, the demand for meat being far in excess of the supply.

#### FORESTRY

The principal forest products are mahogany and the thatch palm. The latter provides the raw material for the thatch rope industry, the Dependency's principal peasant industry. Mahogany is chiefly used, in the shape of natural "bends", in the boatbuilding industry, but is now seldom obtainable for decking or housebuilding. The export of mahogany has been controlled since 1942.

No active forestry policy for the Dependency has been put into operation, as funds for such a purpose are not available, essential prerequisites being an aerial survey and a cadastral survey. These remain distant desiderata.

#### FISHERIES

Deep-sea fishing for turtle and shark, which constitutes one of the main industries of the Dependency, is operated by the wealthier merchants and the owners of schooners ; the catch is taken on the banks, shoals and cays off the coast of Honduras and Nicaragua : it is a skilled pursuit, traditional to Caymanians, and one in which they are expert. Green turtle are sold to the Grand Cayman Cannery, or are exported to the United States : Hawksbill turtle are captured for tortoiseshell, for which the market at present is completely dead : sharkskin and other shark products find a market in the United States. A certain amount of lobster is caught, which finds a ready market in the Panama Canal Zone.

In turtle fishing, the ship's company operates on the share principal. The owner of the vessel supplies the material for making nets, buoys, etc. and stores, while the crew provide their labour. From the gross proceeds of the catch a sum is paid to the Nicaraguan Government as royalty and the balance is divided between the crew and the owner. The crew pay for the stores supplied by the owner.

Coastwise fishing is undertaken by small fishermen working in pairs: their catch, which includes lobster, has a ready local sale, and demand far exceeds supply. In a Report on the Fisheries of the Cayman Islands written in 1946 by Dr. E. F. Thompson, he stated

"A very small amount for export could be taken locally, but there is far greater potential supply. The Cayman Islands are fitted by geographical position and seafaring tradition to exploit the fisheries resources of the Rosaline Bank, Mosquito Cays, Seranna and Seranilla Banks, and the mass of small cays and islands in this region. From both theoretical reasoning and exhaustive information from practical fishermen, it seems certain that these areas represent the chief potential source of fish within reach of Jamaica. At present these resources are not fished at all, or only to a very limited extent. Fish from this source could be a partial solution to Jamaica's need for reducing her dependence on northern salt fish."

Attempts were made in 1951 to develop fisheries along the lines suggested by Dr. Thompson, but have foundered on the familiar difficulties that it has proved impossible to obtain investment in the capital equipment necessary for such a venture, and for the exploitation of the Jamaican market; the Jamaican consumer, addicted to salt cod, thinks poorly of Cayman salt fish, and the difficulties of marketing fresh fish, without refrigeration in Grand Cayman, have proved insuperable. With assured returns from turtle fishing there is little incentive for local capital to be venturesome, and the fisherman himself, whose talent is already at a premium, is disinclined to leave familiar paths.

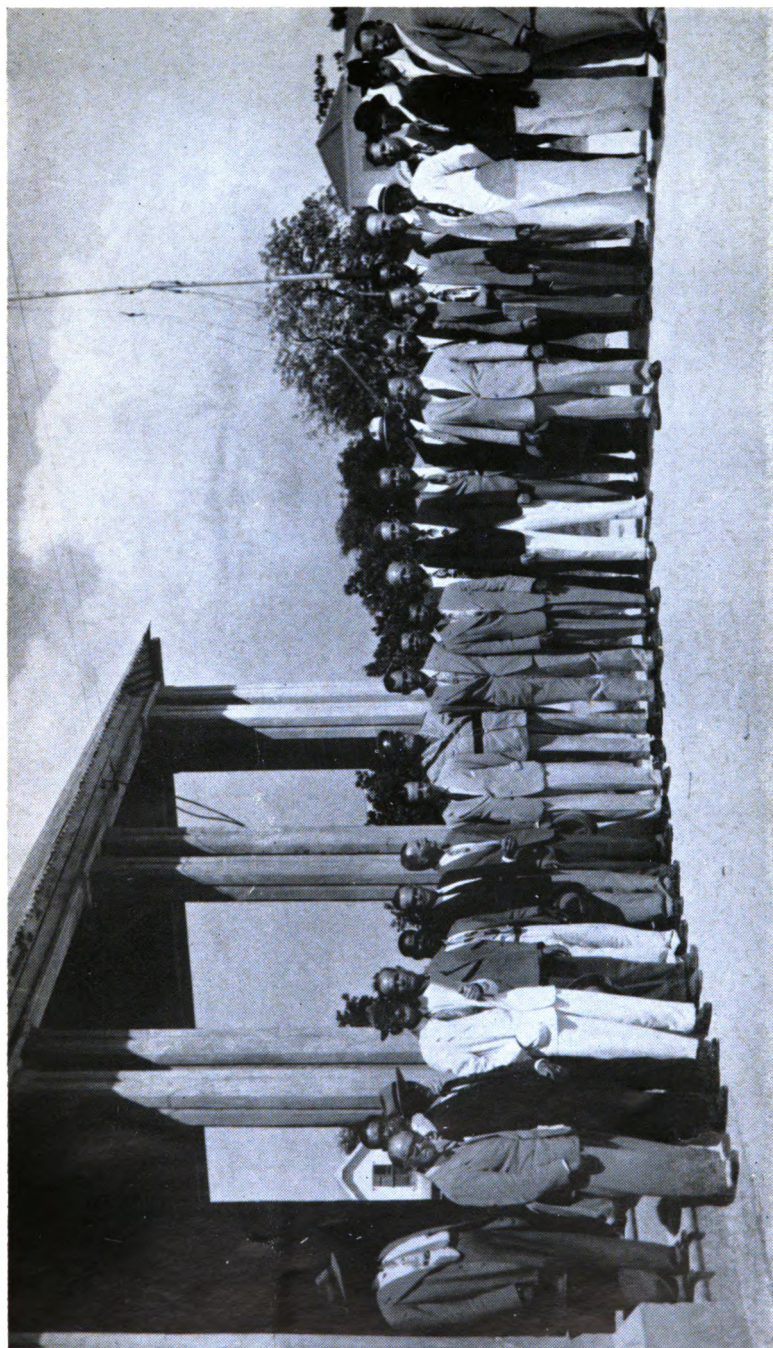
All three islands, particularly the Lesser Islands, offer excellent sport for the game fisherman during the winter months in particular, but suitable vessels are at present insufficient. Plans are afoot for building locally vessels specially adapted to this purpose.

#### MINING

No mining is undertaken in the Cayman Islands, the phosphate deposits which have been worked from time to time in the past being of too poor quality to be capable of profitable exploitation in present-day circumstances. It is geologically possible that oil might be found in the islands, and a prospecting licence has been applied for, but has not yet been granted. The Petroleum Law, 1940, No. 26 of 1940, Laws of Jamaica, is applicable to the Cayman Islands.

#### MANUFACTURING INDUSTRIES

The manufacture of thatch rope is a cottage industry on which many of the poorer classes are dependent for a living. The entire output of rope, which has the advantage of being remarkably resistant to salt water, is absorbed by the Jamaican fishing industry. The rope is



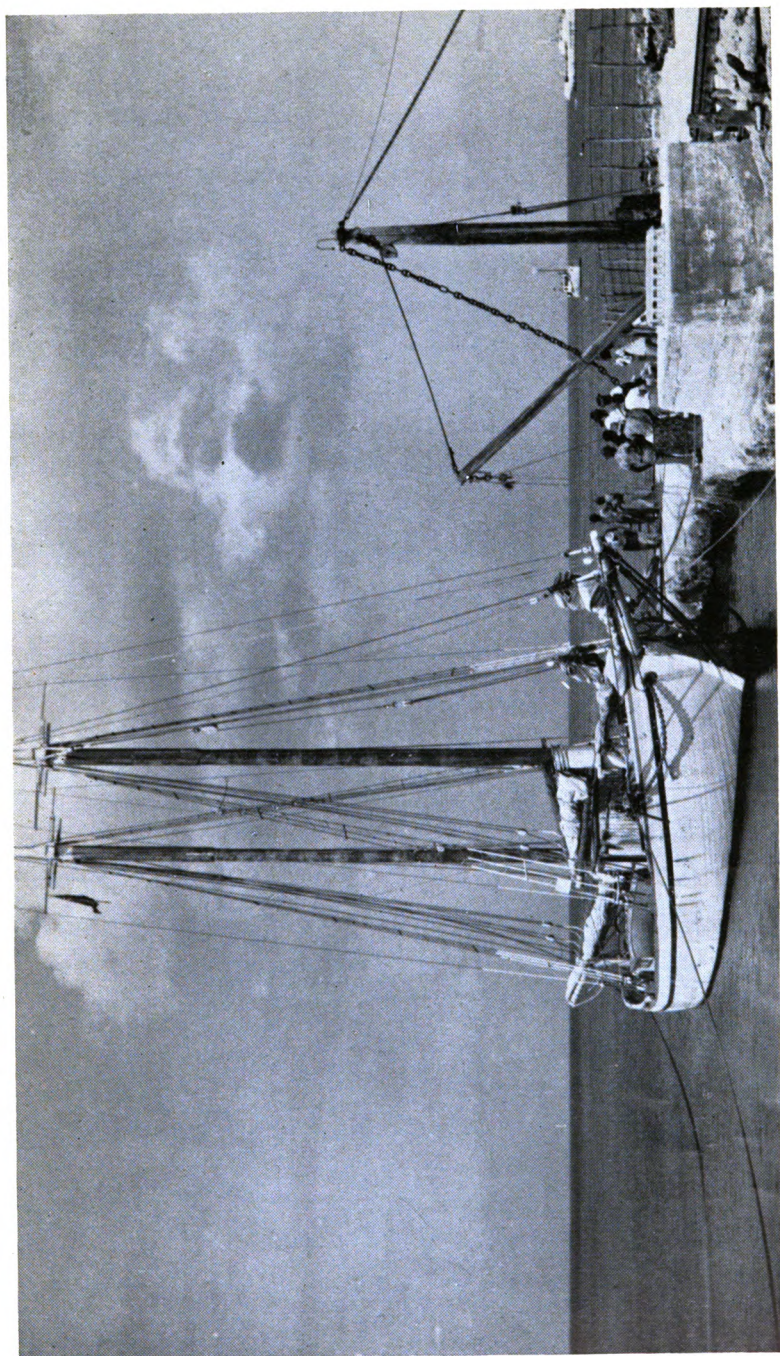
SOME MEMBERS OF THE LEGISLATIVE ASSEMBLY OF JUSTICES AND VESTRY





SCHOOLCHILDREN AT THE GOVERNMENT ELEMENTARY SCHOOL, SAVANNAH





ONE OF THE LAST OF THE CAYMAN SCHOONERS. THE SCHOONER "GOLDFIELD," DISCHARGING CARGO AT GEORGETOWN



**CARIBBEAN INTERNATIONAL AIRWAYS AMPHIBIAN  
ARRIVING ON THE UNCOMPLETED AIRFIELD IN  
GRAND CAYMAN**



**QUEENFISH CAUGHT BY TROLLING, GRAND CAYMAN**

bought and exported by Government through agents : the producer is therefore assured of a fair return. The only other manufacturing industry in the islands is the production of turtle soup by the Colonial Development Corporation Cannery. The Cannery is a modern building affording excellent working conditions, and when in full operation employs 35 persons.

The Pioneer Industries (Encouragement) Law of 1950 and the Hotels Aid Law of 1950 grant relief from customs duty and tonnage tax to persons establishing factories or erecting hotels in respect of a wide range of articles such as building materials and equipment ; so far use has been made only of the facilities offered by the Hotels Aid Law.

During 1951 and 1952 six vessels were built in the Cayman Islands ; at the end of 1952 no orders were in the hands of builders.

#### CO-OPERATIVE SOCIETIES

The West Bay Co-operative Association is the only co-operative society in the Dependency which functions with any degree of success. This Association has increased its membership very considerably during 1951 and 1952, and succeeded in erecting its own hall at a cost of over £600. A keen interest is taken in the work of the Association by the Government Health Officer, himself a native of West Bay.

## Chapter 7 : Social Services

#### EDUCATION

Primary education is free and compulsory for all children between the ages of seven and fourteen ; text books and material are provided free of charge. Control is exercised by a Board of Education, which includes one member nominated by the Cayman Islands Teachers' Association. During 1951 and 1952, 12 primary schools were in operation in the Dependency, eight in Grand Cayman and four in Cayman Brac ; at the end of December, 1952, the Board of Education decided to close down the South Sound School, Grand Cayman, as there were only three pupils, two of whom were above the compulsory school age. There is a small establishment on Little Cayman, which provides for the very few children of school age there : instruction is given by the Revenue Officer, Mr. Guy Banks, who admirably fills the many parts of Revenue Officer, schoolmaster, policeman, post-master, dispenser, wireless operator, Registrar, lighthouse keeper, Government boatman and storekeeper. The average attendance in 1952 at all Government primary schools was 648, with 851 children on the rolls.

Government makes no provision for secondary education, but there are four private secondary schools, three in the Grand Cayman and one, opened at the end of 1952, in Cayman Brac. While these schools are classed as secondary schools, none has been in existence

sufficiently long for its performance to be properly assessed. All four schools are operated by religious denominations. It is clear that in Grand Cayman the cause of secondary education is ultimately ill-served by the existence of three rival schools, none of them properly equipped, where ideally there should be one properly equipped. The Board of Education is much concerned about this problem, and if financial assistance is to be given to secondary education by Government, the Board is inclined to the view that it can be granted only to a school which prepares pupils for a formal and recognised academic qualification. Only the Cayman High School (operated by the Presbyterian Church) enters this category. In 1952 it prepared four candidates who sat for the Senior Cambridge Examination.

The Government teaching staff consists of an Education Officer and 10 men and 21 women teachers, of whom six (two men and four women) are certificated. Three Cayman Islands teachers are undertaking training courses in colleges in Jamaica. Total Government expenditure on education was £6,602, during the financial year 1951-52, and £7,323 during 1952-53. This excludes a provision of £1,450 for scholarships for higher education overseas, two scholarships having been awarded for optometry and dentistry respectively.

#### PUBLIC HEALTH

The health service consists of a medical officer, a dental officer, a dispenser, a health officer, two general and maternity nurses, one general nurse, two practical nurses, and a dispenser-nurse. The dispenser is stationed at Cayman Brac, and the remainder of the staff in Grand Cayman. There is also one private medical practitioner in Grand Cayman. The end of 1952 found the medical officer still using the small, inadequately equipped hospital and anxiously awaiting the opening of the new hospital, which was begun in 1951, and which most probably will not be opened before mid-1953.

During 1951 and 1952 health in the Dependency has been very satisfactory. The principal causes of mortality were cardio-vascular disease, pneumonia, neoplasms, asthma and status epilepticus. In 1952 the infantile mortality rate was 35.1 per 1,000, and ages at death were as follows :

Under 1 year	.	.	.	6
1—10	.	.	.	3
10—20	.	.	.	1
20—30	.	.	.	1
30—40	.	.	.	1
40—50	.	.	.	4
50—60	.	.	.	4
60—70	.	.	.	8
70—80	.	.	.	3
80—90	.	.	.	12
90—100	.	.	.	2
110—120	.	.	.	7

The main causes of morbidity, in order of frequency, are essential hypertension, anxiety neurosis, flatulence and dyspepsia, bronchial asthma, pelvic inflammatory disease, upper respiratory tract infections, round worms, appendicitis, sinusitis, Vitamin B deficiency, and iron deficiency anaemia.

There were 120 admissions to the hospital during 1951, and 206 admissions during 1952. Because of the poor hospital facilities at present available it was necessary in both years to send a number of patients to Jamaica for treatment, particularly those requiring X-ray examination. Out-patients numbered 4,987 in 1951, and 4,676 in 1952. The public is now gradually losing its dread of treatment in hospital and it is pleasing to report that expectant mothers now realise the value of and seek confinement in hospital.

The Government dental officer was kept fully occupied in 1951 and 1952, and by the end of 1952 there was a visible improvement in the general health of children and a marked increase in dental consciousness, particularly among children. The basic causes of the poor condition of teeth in the Dependency are poor water supply and dietary imbalance. The dental officer has been able during 1952 to distribute a fluorine preparation on a small scale and to issue food yeast to school children, which, in time, should have an inhibitory effect on dental decay. Three thousand one hundred and nine patients were treated during 1952, of whom 1,371 were children treated in schools : 688 adults and children were treated free at the Surgery in Georgetown and there were 1,050 paying adult patients. Visits were paid in both years to the Lesser Islands. There is no doubt about the great value of the dental service.

Total expenditure on medical and health services was £5,899 in 1951 and £6,026 in 1952. These figures take no account of expenditure on the new hospital, which is being financed largely from Colonial Development and Welfare sources.

The health officer makes tours of Grand Cayman and of the Lesser Islands and is responsible for the D.D.T. spraying service, which is directed against the domestic mosquito ; he is also responsible for small-scale oiling of swamps. Whether as a result of spraying or for other reasons, the mosquito pest during the summer of 1952 was very substantially reduced : it is, however, impossible to credit this fact outright to the effects of the spraying programme, as mosquitoes made a brief reappearance in relatively large numbers at the end of December, 1952, at a time when normally the islands are completely free of them. Domestic sanitation is being gradually improved, but this, like the improvement in water supplies by the building of catchment tanks, shows a tendency to follow income levels. In 1952 there were three cases of diphtheria and two of typhoid : the typhoid cases were treated in hospital and all contacts were inoculated.

#### HOUSING

The people generally are well housed. Wooden dwellings predominate, though the trend in new construction is towards more



substantial concrete structures. The wooden houses are usually built on hardwood piles which raise them some two feet above ground level. They are roofed with either shingles or corrugated iron, the roof serving as a catchment for rainwater, which is stored in concrete cisterns or galvanised drums. The roofs of the kitchen and the latrine, which are usually a short distance away from the main building, are often of thatch palm.

Many houses are attractively designed and have a generous piece of ground round them which is generally (and noticeably so in the case of the West Bay district) laid out with fruit trees and flowering shrubs. In the Eastern district the traditional local style of house is more frequently seen, walled with lime mortar and wattles set between hardwood frames.

Nearly all houses are owned by their occupiers. In the past two years a considerable amount of new house building has been undertaken, principally financed by the remittances of seamen, who generally take a keen interest in their homes.

The census of 1943 recorded that 1,281 houses accommodated on an average 5.2 persons per house, as compared with the 1934 census figures of 4.69 persons per house.

There are no building societies in the Dependency, nor is there any tax or rates on house property.

#### SOCIAL WELFARE

Poor relief is administered through a society of voluntary workers, which receives an annual grant from public funds. The recipients of relief are principally the aged, and in some cases the dependants of seamen who have failed to return to the Dependency and have abandoned their families. Mental cases are sent to the Mental Hospital in Jamaica, the cost of their maintenance being met from the funds of the Dependency.

The Public Library at Georgetown is housed in a commodious and attractive concrete building and is maintained by Government. Stocks of books urgently require replacement and it is hoped that the library will be reorganised in 1953.

The Girls' Guildry movement, the Cayman Islands' Boy Scouts' Association and the Wolf Cub Pack at Georgetown have all successfully continued their activities during the period under review. The East End Citizens' Association and the First Cayman Pioneer Club at Boddentown, whose objects are the encouragement of communal activities, both social and economic, continue to flourish, while the Seamen's Association at West Bay, which is organised on co-operative lines, has steadily expanded its activities, and with increased membership has built its own hall, a very creditable achievement indeed.

There is one open-air cinema in Georgetown, which is open five nights a week, and cinema shows are also given in a building at West End, Cayman Brac. In general there is a lack of recreational facilities

in the Dependency, attributable largely to the absence of the willingness or ability to organise ; the playing of games is being encouraged in the schools, but progress is slow.

## Chapter 8 : Legislation

The more important legislation enacted during 1951 and 1952 was as follows :

### 1951

The Turtle Industry Regulation Law, 1951 (Law 2 of 1951), seeks to promote the interests and the efficiency of the turtle fishing industry, and to regulate the purchase, sale, and exportation of turtle, and the processing, distribution, and exportation of turtle products. It ensures a specified and guaranteed supply of turtle to the Colonial Development Corporation Cannery and a guaranteed market to the fishermen for an agreed quantity of turtle in each quota period.

### 1952

The Importation and Transportation of Plants (Regulation) Law, 1952 (Law 2 of 1952), restricts the importation of plants and seeds, except under permit, with a view to preventing the importation of harmful or potentially harmful items.

The Opticians Law, 1952 (Law 6 of 1952), makes provision for the registration of opticians and controls the practice of optometry in the Dependency.

The Dental Law, 1952 (Law 7 of 1952), makes provision for the registration and control of dental practitioners and for the closer control of the practice of dentistry by unqualified persons.

The Tariff (Amendment) (No. 2) Law, 1952 (Law 9 of 1952), substantially increased rates of customs duty on all articles subject to duty entering the Dependency.

The Stamp Duty (Amendment) Law, 1952 (Law 11 of 1952), in general doubled the rates of stamp duty, which had remained unchanged since 1906.

## Chapter 9 : Justice, Police and Prisons

### JUSTICE

The Courts of the Dependency are as follows :

The Grand Court of the Cayman Islands.

The Quarterly Petty Court.

The Petty Sessions Court.

*The Grand Court*, constituted by Act 3 of 1889, sections 5 to 8 (Cayman Islands) and Chap. 493 of Jamaica Laws Revised Edition, is presided



over by the Commissioner who is the Judge by virtue of his office as Commissioner (J.R.E., Chap. 491, section 3). The Court sits twice a year in June and December, and has jurisdiction in civil and criminal matters as follows :

- (a) in civil matters where the amount claimed exceeds £10 whether arising from tort or from contract or from both, bankruptcy, equity, and probate and administration ;
- (b) in criminal matters as set out in section 210, Chap. 493 (J.R.E.).

In cases of capital felony it is provided by section 5, Chap. 491 (J.R.E.) that it shall not be lawful for the Commissioner to preside at the trial and a Judge from Jamaica is always sent to the Dependency for this purpose.

There is a right of appeal from any judgment, decree or order of the Grand Court to the Supreme Court of Jamaica as set out in section 201, Chap. 493, and Chap. 494 (J.R.E.).

*The Quarterly Petty Court*, constituted by Act 3 of 1889, section 3, is presided over by two Justices of the Peace. The jurisdiction of this court extends to actions, whether arising from tort or from contract or from both, and trespass to lands, when the debt or damages claimed do not exceed the sum of £10, and in which no question of the title to real estate is involved. This court under section 4 also has the power to try all cases in which disputes have arisen relative to the boundaries of lands or plantations of which it is necessary to have view. Jurisdiction may be exercised by one Justice and a jury of not more than five or less than three persons.

*The Petty Sessions Court* is presided over by two Justices of the Peace. This court deals with minor offences and preliminary examinations in indictable offences. Appeals from the Quarterly Petty Court and from the Petty Sessions Court are provided for in the Cayman Islands Appeal Regulations Law, Law 5 of 1918.

#### *Grand Court Sessions 1951 and 1952.*

The June and December sessions in both years were presided over by Resident Magistrates from Jamaica, appointed by the Governor as Judges of the Grand Court.

The Court dealt with the following cases :

	1951	1952
Criminal cases . . . .	7	14
Civil actions . . . .	20	24
Judgment summonses . . . .	2	1
Bastardy cases . . . .	—	2
Appeal from Petty Sessions . . . .	—	1

The results of the criminal cases were as follows :

	Number indicted		Number found Guilty		Bound over		Imprisonment with Hard Labour						Corporal punishment	
							1 to less than 3 months		3 to less than 6 months		6 to less than 9 months		12 to 18 months	
	1951	1952	1951	1952	1951	1952	1951	1952	1951	1952	1951	1952	1951	1952
Wounding or unlawful wounding . . . .	3	5	3	4	-	2	1	1*	1*	1*	-	-	1	-
Burglary, larceny, and receiving . . . .	3	6	3	5	-	-	-	-	2	1*	1	2	-	-
Embezzlement and arson . . . .	1	-	-	-	-	-	-	-	-	-	-	-	-	-
Assault . . . .	-	2	-	2	-	-	-	-	-	1*	-	-	-	-
Concealment of birth . . . .	-	1	-	1	-	1	-	-	-	-	-	-	-	-
TOTALS . . . .	7	14	6	12	-	3	1	1	3	3	1	2	-	1

\* Option of paying fine.

### *Petty Courts*

The Petty Sessions Court sits weekly on Fridays. It disposed of 114 cases in 1951 and 120 in 1952. The commonest offences dealt with were assault and battery, abusive language, violation of Statutes, such as riding without lights, breaches of the Motor Vehicle Regulations, and disorderly conduct. The Quarterly Petty Court in 1951 disposed of eight civil cases involving under £10 and 16 in 1952, principally in respect of goods sold and delivered.

### POLICE

The Police Force consists of one Inspector, two sergeants, one lance-corporal and 11 constables. One sergeant and two constables are stationed in Cayman Brac. There are in addition four district constables who function in cases of emergency and who receive an allowance for their services. The Force is deficient in training and its reorganisation is under consideration.

*Crime.* As is shown by the statistics given above, there is little serious crime. The cases dealt with at the Petty Sessions Court are characterised in the main by unthinking hooliganism rather than by deliberate criminality.

### PRISONS

There is a small gaol at Georgetown—a concrete building with six cells opening on to a small courtyard. It is used for prisoners with short sentences, and for those sentenced to penal servitude or imprisonment with hard labour for a term of six months or upwards who are awaiting transfer to the General Penitentiary in Jamaica. There is no separate prison staff, as the gaol is more often than not empty. The Police perform warder duties as and when required and temporary female staff is employed on the rare occasions when a female is incarcerated.

## Chapter 10 : Public Utilities and Public Works

### PUBLIC UTILITIES

The Cayman Electric Light and Power Company operates the only public utility in the Cayman Islands—the supply of electricity in Georgetown. At the end of 1952 the company was still unable to implement the undertakings of its licence, which specified *inter alia* that power should be made available 24 hours a day and that power should be extended to West Bay. The generating equipment urgently requires replacement. The position is most unsatisfactory and is damaging to the economic development of the islands. Steps are being taken by the company to instal additional generating equipment, but the very high capital cost of electricity supply and distribution in a small and scattered community seriously hampers the company.

## PUBLIC WORKS

The Public Works Department consists of a Superintendent of Works, a clerk, and a varying number of daily-paid carpenters and general handymen. The Department is concerned almost exclusively with maintenance of roads, Government vehicles and public buildings, and the very exiguous telephone system.

## Chapter 11 : Communications

## SHIPPING

The total number of merchant vessels which called at Georgetown, Grand Cayman, and at Cayman Brac was 218 in 1951, with a net tonnage of 44,507 tons, and 200 in 1952, with a net tonnage of 34,346 tons. The Dependency is not served by any steamship line, contact with the outside world being maintained by means of a steam vessel, two small motor vessels and a number of schooners with auxiliary engines. The s.s. *Caymania*, a vessel of 730 tons, owned and operated by the Cayman Islands Shipping Company Limited, maintains three-weekly passenger, mail, and cargo services between Jamaica, the Cayman Islands and Belize, British Honduras. This vessel is subsidised by both the Government of Jamaica and the Government of the Cayman Islands. The m.v. *Merco*, (owners H. O. Merren & Co., Grand Cayman), a vessel of 128 tons, operates a similar service between Jamaica, the Cayman Islands and Tampa, Florida. Both these vessels call at Cayman Brac and Little Cayman on both inward and outward voyages. The 84-ton *Addie H* (owners William Farrington & Co., Grand Cayman) operates a less regular service between Grand Cayman, the Isle of Pines and Tampa, Florida. The schooners ply fairly frequently, but at irregular intervals, between the Cayman Islands, Jamaica, British Honduras, Cuba and the Gulf Ports.

Georgetown, Grand Cayman, is the principal port of the Dependency. The anchorage area, in which there is ample depth of water for ocean-going vessels, is approximately half-a-mile north to south by a quarter of a mile east to west. Port facilities are poor. Vessels of shallow draught are able to use a small natural wharf of some 75 feet in length alongside which the depth at low water varies from eight to 12 feet. A small transit shed adjoins the wharf. There is no lighterage service and there are no bunkering facilities.

## ROADS AND VEHICLES

Of the 58 miles of motorable roads in the Dependency, 40 are in Grand Cayman and 18 in Cayman Brac. Little Cayman is served by footpaths only. In Grand Cayman the principal road, approximately 30 miles in length, closely follows the line of the coast from Boatswain Bay on the north-west, through West Bay, Georgetown and Bodden-

town, to East End on the south-east coast. This connects all the larger settlements with the exception of Northside, which is served by a branch road which takes in Old Man Bay and joins the main road on the south coast at Frank Sound. The roads are poor, having been built with no drainage, this usually being impracticable, and without camber ; they are surfaced with a mixture of limestone, marl and coral sand, and are therefore at the mercy of weather and traffic. It has been estimated that it would cost £100,000 to provide Grand Cayman alone with a proper road system, and as this is quite beyond the financial resources of the Dependency the only practicable line of approach appears to be the purchase of mechanical equipment for grading. The regular traversing of the road system by a tractor grader could effect a quite extraordinary improvement in the road surfaces, whose ordinary maintenance by slow and usually inefficient manual labour is an ever-growing problem.

There are no regular omnibus services in Grand Cayman, but a number of motor vehicles make regular journeys from the country districts, carrying passengers, firewood, thatch rope and agricultural produce, and, on the return journey, stores and passengers. In Cayman Brac two lorries have been converted into omnibuses, and maintain a regular service from one end of the island to the other. There are 108 privately owned motor cars and 39 trucks and station wagons in the Dependency. Much use is made of bicycles.

#### AIR SERVICES

Throughout 1951 and 1952 the amphibian service between Kingston, Jamaica, Grand Cayman and Tampa, Florida, was operated by Caribbean International Airways Ltd. The service to Belize, British Honduras, has been abandoned. At the end of 1952 traffic reached most satisfactory levels, and shows signs of increasing yet further. The economic benefits of the use of the partially completed airfield have already, at the end of 1952, been felt both by the operating company and by the Dependency, and there is good reason to believe that other companies, in particular those operating freighter aircraft, will use Grand Cayman as a refuelling point.

#### TELECOMMUNICATIONS

No cable communication exists and there are no inland telegraphs. There is a wireless station at Georgetown, Grand Cayman, with a range of 1,000 miles and a smaller station at Cayman Brac with a range of 150 miles. Both stations work fixed schedules daily with Jamaica and messages are transmitted between Grand Cayman and Cayman Brac twice daily. The station at Grand Cayman also transmits meteorological reports to Havana, Cuba, every morning and evening.

There are telephone systems in both Grand Cayman and Cayman Brac but there are no private subscribers.

## Chapter 12 : Press, Broadcasting, Films and Government Information Services

### PRESS

No newspapers are published in the Dependency. The only periodical published is a religious tract *The Gospel of the Kingdom*, printed by the Cayman Gospel Press. This appears monthly and carries a very small amount of purely domestic news. *The Daily Gleaner*, published in Kingston, reaches Grand Cayman weekly by air and has a fair circulation.

### FILMS

There is one cinema in Georgetown, Grand Cayman ; and one in Cayman Brac which is operated in a hall above a store.

### OTHER SERVICES

There are no broadcasting or Government information services.

## PART III

### Chapter 1 : Geography and Climate

#### GEOGRAPHY

THE Cayman Islands consist of three islands—Grand Cayman, Cayman Brac and Little Cayman—which lie in the Caribbean Sea between 19° 15' and 19° 45' north latitude and 79° 44' and 81° 27' west longitude. The islands are projecting peaks of the Cayman Ridge, a range of submarine mountains continuous with the Sierra Maestra Range of Cuba and running west to the Misteriosa Bank in the direction of British Honduras.

Grand Cayman, which is situated about 180 miles west-north-west of the westernmost point of Jamaica and about 150 miles south of Cuba, is roughly 22 miles long from east to west with a maximum width of about eight miles. Its most striking topographical feature is the shallow reef-protected harbour of North Sound which is 7½ miles long by six miles wide and which almost cuts the island into two parts. The area of Grand Cayman is approximately 76 square miles. The island is divided into six districts, viz., Georgetown (population 1,462), West Bay (population 1,866), Prospect (population 414), Boddentown (population 618), Northside (population 387) and East End (population 564).

Cayman Brac, which lies 69 miles north-east of Grand Cayman, is the most elevated and the most striking in appearance. It is about 12 miles in length, with an average width of a little over a mile and an area of approximately 14 square miles. Cayman Brac is divided into four districts : Stake Bay, West End, Creek and Spot Bay.

Little Cayman, five miles to the westward of Cayman Brac, is 10 miles long with a maximum width of two miles and an area of about 10 square miles. Little Cayman is divided into two districts : South Town and Jacksons.

In his *Geology of the Cayman Islands*, Dr. C. A. Matley, describes the islands as follows :

“ All the islands are low-lying, and do not attain anywhere a height of more than 60 feet above sea-level, except Cayman Brac, the eastern end of which rises to 140 feet. Viewed from the sea, they have a general resemblance to the flat-topped islands of the Bahama group. They are formed entirely of calcareous rocks, which the present survey has shown to be separable into two formations. An older limestone, which I call the Bluff Limestone forms the central and larger part of each island ; and a younger formation of consolidated coral-sand and marl, with some limestone, which I call the Ironshore Formation, occupies most of the periphery as a low coastal terrace, which never rises to a greater height than 12 to 15 feet above the sea, and generally terminates abruptly inland against raised marine cliffs of the Bluff Limestone. In addition to the above are the recent deposits which, at sea, are living coral-reefs that almost surround the islands of Grand Cayman and Little Cayman, but occur only to a limited extent at the south-west of Cayman Brac, and, ashore, consist

of blown coral-sand and storm beaches of coral shingle piled up by winds, storms, and hurricanes on the seaward side of the coastal platform. All the islands are entirely devoid of streams, owing to the porosity of the limestones, and even dry valleys are absent."

Some ten miles west of Grand Cayman is an area of shoal water known as the Cayman Bank, which is five miles long and about half-a-mile wide, with depths of 15 to 20 fathoms. Its platform-like surface is surrounded on all sides by steep slopes.

South of the Cayman group, at distances varying from 25 to 50 miles, lies the Bartlett Deep which is some 50 to 90 miles wide and extends in an east-and-west direction from the Gulf of Honduras to Western Haiti. Ten soundings of over 3,000 fathoms have been obtained, the sounding south of Grand Cayman being 3,428 fathoms.

#### CLIMATE

The climate of the Cayman Islands is for the greater part of the year excellent as, lying in the latitude of the Trade Winds, there are few days of calm and the north-east breezes temper even the hottest days. Only when the wind veers to the south-east or south can the temperature be deemed oppressive.

The seasons are fairly well defined. The period May to October is the hot season, when the temperature ranges from 70° to 85°F. and the prevailing winds are from east to south. During this period the rainfall is comparatively heavy and mosquitoes abound. The cool season is from November to April when the range of temperature is 10° lower, and the prevailing winds from north-east to north-west. The pleasantest period is from mid-November to mid-March, when the weather is generally cool and there are few, if any, mosquitoes.

The total rainfall for the years 1951 and 1952 was 66.54 inches and 64.33 inches respectively, the average being around 60 inches per annum.

The hurricane season lasts from July to November, and the islands have been hit periodically. The last visitation of this kind was in October, 1944, though in October, 1952 the islands narrowly escaped severe damage, catching the edge of a hurricane whose centre passed only 40 miles to the west of Grand Cayman.

A meteorological station was erected in Georgetown, Grand Cayman, in 1935, by the Cuban Department of Agriculture, and trained observers from the National Observatory at Havana are stationed there throughout the year. Reports are exchanged twice daily with Havana, whence weather information is retransmitted throughout the Caribbean.

## Chapter 2 : History

The islands of Cayman Brac and Little Cayman are said to have been discovered by Columbus in May, 1503, in the course of a voyage from Porto Bello, Panama, to Hispaniola (Haiti and Santo Domingo)



and to have been named by him "Las Tortugas" on account of the numbers of marine turtle found around their shores. It is worthy of note that the islands, bearing no name, appear on the Cantino chart of 1503 in approximately their correct position.

No settlement appears to have been founded but the islands were frequently visited by vessels of all nations for revictualling purposes.

An account exists of a visit paid in 1643 by the vessels under the command of Captain William Jackson after his abortive attempt on Jamaica. His description of Grand Cayman reads :

"This place is low land and all rockye, and there be other 2 Islands of ye same name and Quallitie, being by ye Spanyards called Chimanoe, from ye multitude of Alligators here found which are Serpents, if not resembling ye Crocodiles of Egypt. Hither doe infinitt numbers of sea tortoises resort to lay their eggs upon ye Sandy Bay, which at this time (June) swarm so thick. The Island is much frequented by English, Dutch and French ships, that come purposely to salt up ye flesh of these Tortoises."

Jamaica was taken in 1655 and the Cayman Islands became a regular source of food supply for the soldiers and fleets of England cruising the Caribbean. Eventually, by the Treaty of Madrid in 1670, Jamaica was ceded to the British Crown and with it the Cayman Islands. There does not, however, appear to have been any serious settlement until the early part of the eighteenth century, although it is apparent that from time to time there were parties of residents chiefly composed of shipwrecked sailors, beach-combers, and possibly marooned mariners.

The islands were, for a period, a place of resort for pirates, and the name of the islands is to be found frequently in pirate literature. Teach (Blackbeard) who was clearly not above snapping up unconsidered trifles, is recorded as having taken "a small turtler" at Grand Cayman, and the following extract from Johnson's *General History of the Pirates* is illuminating :

"I should have observed, that when the *Lucretia* and *Katherine* was suffered to go away, the Pyrates detained their Mate, who was now the only man aboard, who understood navigation, and him they desired to take upon him the Command of the Sloop, in the room of Captain *Evans* deceased : but he desired to be excus'd that Honour, and at length positively refused it ; so they agreed to break up the Company, and leave the Mate in Possession of the Vessel: accordingly they went ashore at the *Caimanes*, carrying with them about nine thousand pounds amongst thirty persons : and it being fair Weather, the Mate and a Boy brought the vessel into *Port Royal*, in *Jamaica*."

This extract relates to the year 1722.

The earliest record of a grant of land being made to the first settlers is in 1734, followed by further patents in 1741. The families of "Bodden" and "Foster" are in all probability direct descendants from these patentees, some of whom bore these names.

The origin of the name "Cayman" has been the subject of much speculation, a likely theory being that parties coming ashore from visiting ships in search of turtle named the islands after the caimans,

or alligators, which they found there. Alligators are said to have been seen in Little Cayman in recent times. It may possibly have some bearing on the subject that the iguana is still found, though very infrequently, in all three islands.

## Chapter 3 : Administration

In the early days of settlement, public affairs were administered by Justices of the Peace appointed by the Governor of Jamaica. The Justices functioned under the direction of one of their number whom they themselves selected and who was styled "Governor". In 1852 the principle of representative government was accepted and elected members known as Vestrymen were added to the administrative body. At the same time the title "Custos" was substituted for that of "Governor".

An Act of Parliament, passed in 1863, provided for the ratification of all prior acts of the local body receiving the assent of the Government of Jamaica. Under this authority, 20 acts, passed between 1832 and 1864, were submitted to the Governor of Jamaica whose assent to them was given in 1865. It was further provided in the Act that the Justices and Vestry should continue to exercise legislative powers, their enactments being subject to the assent of the Governor of Jamaica. Under the same authority the Legislature of Jamaica may make laws for the peace, order and good government of the Dependency, and may amend or repeal any of the laws locally passed.

In 1898 the powers of the Custos were vested in a Commissioner who combines administrative duties with those of a Judge of the Grand Court. He is selected by the Secretary of State for the Colonies and appointed by the Governor of Jamaica. The seat of Government is at Georgetown, where the Commissioner resides.

The present Legislative Assembly of Justices and Vestry consists of the Commissioner as President, 27 Justices of the Peace, and 27 Vestrymen. The Justices of the Peace are commissioned in a General Commission of the Peace by the Governor of Jamaica, the latest Commission being dated 19th August, 1952, when 28 Justices of the Peace (including the Commissioner) were appointed.

The election of Vestrymen is held every two years, and is governed by an Act of 1832 which provided that "upon requisition of the Custos or Senior Magistrate, the Magistrates in the district shall call the people together and proceed to elect Vestrymen to serve for two years." Whereas women would appear to be included in the electorate it has long been the practice for male taxpayers only to vote, the latter being defined in Law 5 of 1927 as "male persons between the ages of 18 and 60 years." The last election was held in August, 1952.

## MEMBERS OF THE LEGISLATIVE ASSEMBLY

*President* : A. M. Gerrard, Commissioner.

<i>Justices of the Peace (ex officio Members)</i>	<i>Vestrymen (elected)</i>	<i>Area Represented</i>
E. J. Lyon	O. L. Panton	Georgetown
Edwin Walton	E. D. Merren	"
J. N. Tibbetts	William Nixon	"
A. C. Panton, M.B.E.	H. E. Arch	"
A. S. Rutty, M.B.E.	Ashley Godfrey	"
R. B. Bodden, M.B.E.	J. S. Banks	West Bay
E. S. Parsons	J. P. Powell	"
Charles Glidden	R. D. Ebanks	"
A. B. Conolly	J. C. Ebanks	"
Bertrand Marson	O. M. Farrington	"
Waid Taylor Foster	A. B. Bodden	Boddentown
T. W. Farrington	G. M. Ricketts	"
E. O. Panton	William Wood	"
T. L. Bodden	Anton Bodden	"
T. F. Hill, I.S.M.	Malcolm Eden	"
R. P. Bodden	N. R. McLaughlin	East End
T. A. Ebanks	W. W. Conolly	"
J. C. Lazzari	Lincoln Bodden	"
J. R. Watler	W. C. Watler	Prospect
R. B. Kirkconnell	Lindberg Eden	"
J. S. Smith	Andrew Bush	"
D. V. Watler	Kenneth Chisholm	Northside
J. A. Panton	Craddock Ebanks	"
S. O. Ebank	R. E. McTaggart	Lesser Islands
G. L. Lawrence	C. G. Kirkconnell	"
Bertram Ebanks	Arnold Foster	"
E. M. Forbes	R. C. Foster	"

## Chapter 4 : Weights and Measures

Imperial weights and measures are used throughout the Dependency.

## Chapter 5 : Reading List

- Notes on the History of the Cayman Islands.* Dr. GEORGE S. S. HIRST. Jamaica, printed privately, circa 1910.
- The Cayman Islands : Their Stamps and Post Office.* D. B. ARMSTRONG. Junior Philatelic Society, 1911.
- Birds of the Cayman Islands.* R. P. LOWE. Ibis, 1911.
- The Postage Stamps of the Cayman Islands.* F. J. MELVILLE. Gibbons, 1914.
- "Geology of the Cayman Islands," by S. A. MATLEY in *Quarterly Journal of The Geological Society*, Vol. LXXXII, 1926.
- The Herpetology of the Cayman Islands.* CHAPMAN GRANT. Institute of Jamaica, 1940.
- Forestry in the Cayman Islands.* CHRISTOPHER SWABY and C. BERNARD LEWIS. Development and Welfare in the West Indies, Bulletin No. 23.
- The Fisheries of the Cayman Islands.* ERNEST F. THOMPSON. Development and Welfare in the West Indies, Bulletin No. 22.

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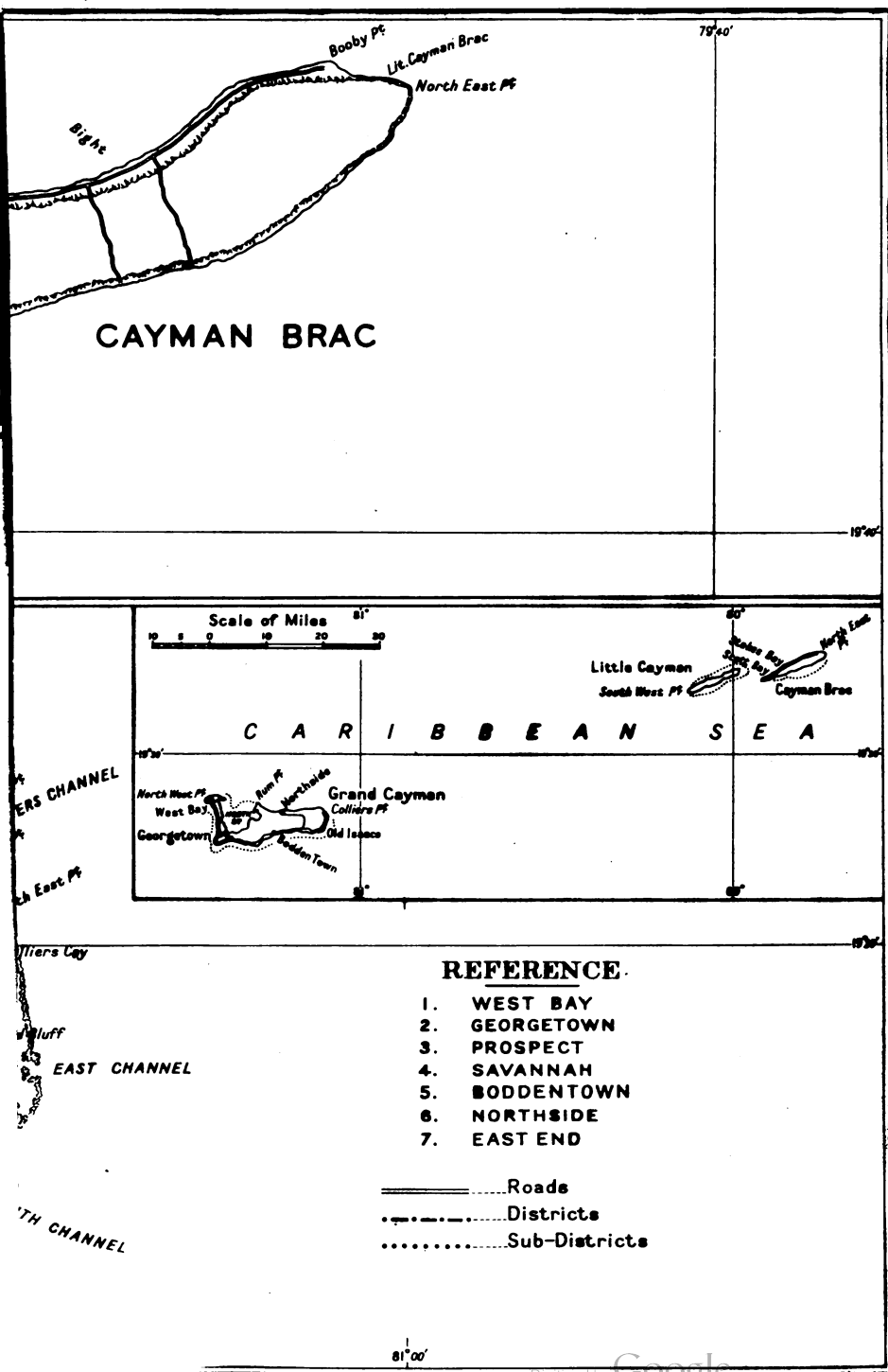
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